

STEAMER FRANKFORT DENIED AID TO TITANIC, TESTIFIES BRIDE

**AFTER GETTING C. Q. D.
WAITED 20 MINUTES TO
ASK "WHAT'S THE MATTER?"**

**"YOU DAMN FOOL," TITANIC'S
CHIEF OPERATOR SNAPPED BACK**

**Frankfort Replied, "Stand By," But Did Not Tell Her
Position—J. Bruce Ismay Under Surveillance, Be-
cause He Attempted to Flee the Country—Marconi-
men Cottam and Bride Tell Part Wireless Played
In Disaster.**

New York, April 20.—"Come at once. It's a C. Q. D., old man," is the winged call for help which Chief Operator Jack Phillips of the Titanic sent to the Carpathia, accomplishing the rescue of more than 700 souls on the doomed leviathan.

This testimony was given by Marconiman Cottam, of the Carpathia, before the Senate investigating committee, this morning.

Assistant Operator Bride, both feet frozen, appeared as a witness. He recited Captain Smith's quiet order to Phillips to summon assistance for the Titanic. He said the German steamer Frankfort was spoken and that she refused aid.

The committee attempted to fix the responsibility for the story, issued Monday, that the Titanic was in tow bound for Halifax. Cottam testified that he never sent out any such story, and that he gave to the air full details of the disaster, and the great loss of life on the Titanic.

J. Bruce Ismay sent messages demanding that Cedric be held to take him to England. He is now under surveillance, and will not be permitted to leave the country until the committee is done with him.

Summons have been served upon 22 men of the Titanic's crew, who, it is said, will tell a thrilling story.

New York, April 20.—The delay of more than 12 hours in getting news of the Titanic disaster ashore and the cruel reassuring messages that came through the White Star office all day Monday were the subjects taken up by the Senate investigating committee here today. Thomas Cottam, the wireless operator of the Carpathia, was on the stand.

Definite news of the entire disaster was sent from the Carpathia at 10:30 on Monday morning, according to Cottam, who says he himself flashed the details to the liner Baltic. The Carpathia was then out of touch with land stations and no word that a thousand or more had gone down with the Titanic reached the shore until Monday evening.

"I sent several messages to the Baltic," said Cottam, answering questions by Senator Smith. "But I kept no record of these. There were many of them and I was too busy sending. At 10:30 Monday morning I sent all of the details to the Baltic. It was the whole story. The Baltic was then coming toward the wreck. I was not in touch with land stations at that time. I told of the total loss of the Titanic and of the rescue of those who had been picked up. I told them we were going to New York."

Sensor Smith then made an attempt to get some line on the reassuring news of Monday afternoon that the Titanic was being towed into Halifax. "Did you send anything in any of your messages about Halifax?" he asked.

"I think that one of my early messages said we might take the survivors into Halifax. That was talked of at the time. But later I said we were going into New York."

"I did not send from the Carpathia at any time after the disaster a report that the passengers were being saved and that the Titanic was coming slowly into port to town. Nothing of that nature was either sent by me or suggested to me by any officer or passenger or anyone else on the Carpathia," continued Cottam. "I sent nothing that could be construed to mean that, and it would have been utterly false if I had sent out any such word."

"If the White Star line sent the following message from New York, on April 15, to Congressmen Hughes, in Philadelphia: 'The Titanic is proceeding to Halifax and the passengers probably will reach there Wednesday all safe.'—If such a message was sent out at any time, would it have been true?" demanded Senator Smith.

"It would not," answered the operator emphatically.

Smith asked whether any messages had been sent at any time that might have been construed as meaning that the passengers were being saved, but the operator insisted that no message from him could have been so interpreted.

"Did you in any way attempt to withhold the news of the disaster?" demanded Smith.

"I certainly did not," replied the operator.

"Did any message reach the Carpathia, Monday, which indicated a rumor that all were safe and the Titanic was being towed to port was in circulation?"

"No, sir."

Cottam declared that from Sunday night until the Carpathia reached New York, Thursday night, he got only about eight or ten hours sleep. From the time of the disaster he worked continuously until 5 o'clock Wednesday afternoon, when Operator Bride, of the Titanic, who was among the survivors, relieved him for a few hours.

Bride, he said, received several messages from the ship that was being towed to that vessel, including the list of third class passengers saved.

Cottam was most emphatic in declaring that neither he nor Bride saw anyone else on the Carpathia at

know. It told of three great bergs in a certain latitude and longitude which it did not now remember.

Bride said that at about 7 or 7:30 o'clock he went to bed in his room next to the wireless station. He was not awakened by the collision but at midnight he arose to relieve Phillips.

"Phillips had just finished a big bunch of messages he was sending to Cape Race," said Bride. "He told me that the ship had been badly injured and that he thought she would have to go back to the builders. Just about that time Captain Smith came to the door of the wireless room and said, 'You had better get assistance.' Phillips asked him if he wanted a distress call sent. 'Yes, at once,' the captain replied. Phillips put on his headpiece and sent 'C. Q. D.' several times, signing the Titanic's call, 'M. G. Y.'"

"What does 'C. Q. D.' mean?" asked Smith.

Guglielmo Marconi, who was in the room, explained that 'C. Q. D.' means 'All stations listen,' and 'danger and distress.'"

"The international conference has decided to substitute 'S. O. S.' for the distress call," said Marconi.

"What represents 'Silence' in the wireless code?" asked Senator Smith.

"D. E. D.," answered Marconi.

From Bride's testimony it appeared that the liner Frankfort, a German vessel, refused to hasten to the scene of the wreck. Bride said that the Frankfort was the first vessel to answer the "C. Q. D." sent by Jack Phillips.

"Twenty minutes after she acknowledged the Titanic's distress call," said Bride, his face drawn with pain, "the operator on the Frankfort sent a message asking 'What's the matter?' Phillips was indignant and, seizing the key, he snapped out, 'You damn fool. The Frankfort then sent 'Stand by.' Phillips gave the position of the Titanic and asked for the Frankfort's position but she refused to give it. He tried several times to get her position but she would not answer. Each time she answered 'Stand by.' We heard nothing more from her."

"Phillips and I expressed our opinion of the Frankfort operator," remarked Bride grimly. "It was most uncomplimentary. 'You damn fool. The Frankfort then sent 'Stand by.' Phillips gave the position of the Titanic and asked for the Frankfort's position but she refused to give it. He tried several times to get her position but she would not answer. Each time she answered 'Stand by.' We heard nothing more from her."

"Was it based on the suspicion that the operator on the Frankfort was derelict in his duty?" asked Smith.

"Yes, sir," was the positive reply, "for we then realized our danger."

Bride said that when the Frankfort refused to give her position and Phillips persisted in getting out a message from her, the Titanic operator sent a message to the Frankfort. "You're a fool. Stand by. Keep out," meaning thereby that the Titanic's communication with the Carpathia.

(Continued on Page 2)

**SAFE BLOWERS
GET \$1,200 IN
BAUMRIND STORE**

**Safe Broken Open and
Emptied of Cash and
Jewelry of East Side
Business Man.**

**One Pearl and Diamond
Necklace Alone Worth
\$1,200—Mr. Baumrind Of-
fers Reward.**

Louis Baumrind, who conducts a large bakery business at 713 Pembroke street, stated to The Farmer this morning that he will give \$100 reward for information leading to the capture of the offenders who broke open the safe in his store early this morning and took money and jewelry to the value of \$1,200.

The job was a neat one and bore every evidence of the work of clever cracksmen.

Some of the jewelry stolen was valued very highly for personal reason, and its actual cash value is estimated by Mr. Baumrind at \$1,200 at the very least.

Entrance was obtained through a back window, and the safe was broken open by the use of a crowbar. The cracksmen then wheeled the safe from its position in the front office, to a dark corner in the back, and cracked it at their leisure. It was a small safe and used mainly for the valuables of the Baumrind family.

The booty consisted of \$60 in gold and the following jewelry:

One three-strand pearl necklace, with pendant of six diamonds, value, \$700.

One ladies diamond brooch pin, several large stones, value, \$350.

Ladies' gold watch and chain, man's gold watch and chain, bracelet, numerous American and foreign small gold coins, and miscellaneous small jewelry.

Mr. Baumrind believed that the burglars must have taken place between the hours of 2 a. m. and 4:45 a. m. A Turkish bath establishment next door was open and people going in and out until 2 a. m. At 4:45 a. m. Mr. Baumrind entered his bakeshop and about a quarter of an hour later he went into the store and discovered the burglary.

The front office was in great confusion and the safe seemed to have disappeared. Mr. Baumrind discovered that it had been wheeled in back and the door pried off. The burglars used a coat belonging to his daughter, together with some carpets and other material to deaden the noise of their operations. They had forced entrance through a rear window by prying off a catch. Apparently some sort of powerful jack had been used in prying off the hinges and lock of the safe.

Mr. Baumrind and his family occupy the building above the store, but so quietly did the intruders work that there was no indication of their operations. Mr. Baumrind carried no burglary insurance and the loss is total unless he is so fortunate as to recover some of the jewelry.

NEW FACTS CONCERNING TITANIC WRECK UNFOLDED

The latest and most authentic figures obtainable on the Titanic disaster, are officially announced today by the White Star Line officials, as follows:

Dead, 1,635.
Saved, 705.
Of the rescued, 206 were members of the crew, and 20 of these were women. Members of the crew drowned numbered 654.

Carnegie Hero commission will probably investigate many reported cases, particularly that of Major Butt, universally proclaimed the hero of the disaster.

The steamer Lorentic, passing through scene of disaster, reports no more bodies or survivors.

The mystery grows as to who sent out the first "fake" wireless message, that the Titanic was being towed into port by the steamer Virginian. Capt. Haddock of the Olympic today positively denied that this message emanated from his vessel.

Surviving officers and crew of the Titanic, with the exception of those subpoenaed for the investigating committee, left on the Lapland for England today. The relief committee provided each man with enough money to reach home in safety. Twenty-five thousand dollars has been raised in behalf of the steerage passengers and no more money is required.

Benjamin Guggenheim's last words were a message to his wife: "Tell her I died thinking of her and the children." He added, "This is man's work—they won't say Ben Guggenheim died like a coward." Then he lit a cigar, climbed to the upper deck and coolly awaited the end.

The investigating committee this morning developed the fact that if the lifeboats had been properly and uniformly filled, about 200 more could have been saved in them.

True details of the extent of the disaster were carefully guarded from passengers and crew of the sister ship Olympic, until she docked at England.

TO RENT.—Five room flat, all improvements, 85 Calhoun Ave., corner of James St. a p

WANTED.—Boys for foot press work. Gaynor & Mitchell Mfg. Co. U 19 s o

WANTED.—First class chair caner. Apply at once. Geo. F. Stillman, 46 Kosuth St. a

TO RENT.—6 rooms and bath, second floor, room in attic, all improvements, shades and screens, 571 Fairfield Ave. U 20 s o

TO RENT.—Dining room, kitchen and basement, parlor and two bed rooms; also parlor, dining room, kitchen and 4 bed rooms, all improvements, 160 Center St. Rent reasonable to right party. Inquire 660 Washington Ave. a

TO RENT.—10 room house, 868 Seaview Ave., all large rooms, large halls, closets in all halls and bedrooms, newly painted and papered, garage privileges if desired. Apply on premises. U 19 d o

WANTED.—My many friends and acquaintances to know that I have purchased the "City Hall Barber Shop" at 241 State St. where I will be pleased to meet you all. John T. Stein. U 19 b p

TO RENT.—6 rooms, all improvements, 2nd floor, 191 Catherine St., between Washington Ave. and Harvard Ave. 10 minutes to Reading corner. U 19 s p

AT BOMMOS & BILTZ MARKET in State St. Will have Sausage Meat Friday and Saturday. 118 tf o

FOR RENT.—Four or five rooms, all improvements. Inquire 883 Grand St. U 20 s p

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LOST.—Gold Elgin watch with chata-laine pin between Howard Ave. and York factory. Reward if returned to 134 State street. a p

DANCING every Saturday night at Brock Theatre Hall, Maloney's orchestra. U 19 b p

FOR RENT.—Furnished rooms with view of kitchen, 338 Fifth St. extension, near Seaview Ave. U 18 s p

FOR RENT.—Suite of 4 or 5 rooms, comfortably finished. Rent reasonable. Inquire 787 State St. U 18 s p

FOR SALE.—Splendid lot on Elmwood Place. Two minutes walk to Fairfield Ave. trolley. Edward S. Hotchkiss, City. Telephone. U 5 a u o

FOR SALE.—Fine 50 foot lot west side Laurel Ave., near Grove St. Edward S. Hotchkiss, City. Telephone. U 5 a u o

BRIDGEPORT COUPLE FIX BLAME UPON ISMAY FOR SUPPRESSING WIRELESS

Grim Silence As Carpathia Casts Off to Retrace Path to Titanic's Grave—Thrilling Race Through Ice Fields Detailed By Emily Vinton Skidmore to Farmer's Staff Correspondent Aboard Rescue Ship.

Emily Vinton Skidmore, a former Bridgeporter, late today.

Mrs. Skidmore said she had personal knowledge that it was upon Mr. Ismay's orders that the news of the Titanic disaster was withheld from the world. She made this statement not in the way of criticism, but merely as a statement of fact—part of the details of her experiences.

Replete with dramatic and thrilling episodes of the great tragedy of the deep is the story of the all-important role filled by the gallant rescue ship Carpathia as related to a staff correspondent of The Farmer by Mrs. Louis P. Skidmore, a former Bridgeporter resident, in a statement on the gallant departure late to-day of the Carpathia. Mrs. Skidmore told with remarkable richness of detail the absorbing chain of incidents linked in the tale of the Carpathia's record race with death.

Surrounded by these little groups of passengers, gathered to exchange anew their latest recollections of the scene presented aboard the Car-

pathia as she prepared to cast off from her dock at the foot of Fourteenth street was devoid of the safety that usually marks such events. The very air breathed the spirit of gloom. Yet it was a thousand times better than the night before when the ship of mystery broke through the fog, raced as no liner had ever before into New York harbor, bearing its cargo of precious human freight, and bringing to the waiting thousands, joy or grief as it brought news of either life or death of dear ones who shipped aboard the ocean's greatest leviathan.

The farewells were spoken in subdued tones. Little knots of passengers, who had taken advantage of the few hours of respite from the awful scenes of the preceding days, gathered anew on ship board, renewed the brief acquaintances formed before the tragedy broke in upon them, and in tones that harmonized with the solemnity of the awful calamity talked of the startling change aboard their liner.

Cabins that had been filled with sick and suffering survivors were now void. Decks upon which the agonized women saved from the disaster were wont to gather and beg of the wireless operators for the latest details were bereft of the scenes of sorrow. Yet the shock of the happening had left its impress upon the minds of all. With grim faces, and hearts sick with scenes of sadness, the passengers aboard the Carpathia sailed down the bay, to retrace its course over the dangerous ice fields out past the place where the hungry maw of the ocean had claimed its tribute.

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